

ID	Con/Dec No.	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable(s)/ Expected Outcome(s)	Status Aug 2024	Revised Targets	Actions agreed by the Subgroup to further implementation
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
1	Decision 20/08:	Measures to Support CPDLC/ ADS-C implementation in the AFI Region	That the Secretariat should develop a Project under APIRG framework of AFI Region CPDLC/ADS-C Implementation Planning Continuous Improvement (CPDLC/ADS-C IPCI).	APIRG Secretariat	ADS-C/CPDLC implementation project			Secretariate tasked to coordinate with IIM SG - Decision relates to Conc. 20/24
2	Conclusion 20/24:	Establishment of a Project Team for the implementation of a data link central monitoring and reporting agency (DL/CMRA)	That: a) A Project Team comprised of Cabo Verde (as Team Leader), Ghana, ASECNA, South Africa, Seychelles, AFRAA and IATA be established to identify and propose the main functions of an AFI DL/CMRA, the appropriate organizational framework and a suitable cost effective funding mechanism; and b) The Project Team Leader should provide a report of the activities of the project, which are to be mainly done through electronic conferences to the Secretariat for submission to the APCC and the outcome should subsequently be submitted to APIRG/21.	APIRG Project Team	Effective and sustainable data link monitoring mechanism			To be transferred to IIM SG
3	DECISION 21/02	INCREASING THE EFFECTIVENESS OF APIRG	That, in order to act as an effective catalyst and support to Regional Implementation, APIRG should: a) play a crucial role in coordinating the implementation of the performance based Regional Air Navigation plan; and b) function as the platform for providing feedback on regional level as well as global level in regard to suitability of provisions and implementation issues.	APIRG	Performance Objectives Indicators and metrics			Closed

4	CONCLUSION 21/13:	AERONAUTICAL SPECTRUM ISSUES	That, in order to protect and maintain continuous vigilance on ongoing threats to the aeronautical frequency spectrum: a) ANSPs and airlines should regularly report cases of harmful radio interference within the aeronautical frequency spectrum to the national Telecommunication authorities through the Civil aviation authorities, ICAO and IATA; and b) The IIM/SG with the support of ICAO should accordingly develop and maintain a regional database on reported cases of such harmful interference.	ANPs/Airlines IIM/SG	Regular reports from airlines to CAAs Regional database developed and maintained			Conc is handled under the IIM SG - Secretariat to coordinate
5	CONCLUSION 21/14:	AIXM IMPLEMENTATION	That, in order to comply with the schedule for AIXM implementation based on the project deliverables for the AFI-Region as defined by the IIM/SG, States are urged to comply with the migration process to the identified Regional AIS Regional Databases in accordance with the AFI-CAD Concept.	States	Effective migration from AIS to AIXM			Conc is handled under the IIM SG - Secretariat to coordinate
6	CONCLUSION 21/16:	SAFETY MANAGEMENT IMPLEMENTATION	That, States, regional and international organizations are invited to share tools and examples which support effective safety management implementation to be considered for posting on the ICAO safety management implementation website through an ICAO validation process.	States / Organizations	Tools and examples shared ICAO SMS website updated			Transfer to the SMO SG - Secretariate to coordinate
7	CONCLUSION 21/32:	REGIONAL COORDINATION FOR surveillance data sharing	That: a) States/ANSPs, ASECNA, GCAA, NAMA, ROBERTS FIR pursue the interconnection of ATS surveillance facilities in the Gulf of Guinea with the support of their RECs and donors in order to provide a tangible example of achievement towards a seamless airspace in the AFI Region; b) ICAO Regional Offices continue to facilitate surveillance data sharing initiatives in the Region.		Seamless airspace implemented Surveillance data sharing initiatives			Conc is handled under the IIM SG - Secretariat to coordinate

8	CONCLUSION 21/33:	IMPLEMENTATION OF SURVEILLANCE INFRASTRUCTURE IN THE AFI REGION	That, in order to facilitate harmonized implementation of infrastructure that support seamlessness in the provision of air traffic management and realization of associated benefits by all stakeholders, while avoiding unnecessary duplication of investments on the ground and in the air, AFI States are urged to: a) Apply the principles of collaborative decision making that include users at early stages when planning investments into surveillance infrastructure (SSR, ground-based ADS-B, space-based ADS-B, multilateration); b) Follow the guidelines in the ICAO Circular 326 when implementing surveillance technology while ensuring economic transparency in accordance with ICAO principles of cost-relatedness as per ICAO Doc 9082 and Doc 9161; c) Avoid the imposition of mandates on a State by State or FIR by FIR basis.	States States States	Application of CDM Use of ICAO Circular 326 by States		Secretariate tasked to coordinate	To be removed: Conc. handled under the AAMP project and also is handled under the IIM SG
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9	CONCLUSION 21/34	CYBER SAFETY AND RESILIENCE OF THE AIR NAVIGATION SYSTEMS	That, in order to address the emerging issues related to cyber security, safety and resilience of the air navigation systems in AFI Region: a) States should develop national frameworks including regulations, policy strategy and Plan linked to the National Civil Aviation Security Programme in collaboration with all concerned stakeholders; b) States should as a matter of urgency establish and maintain coordination procedures with their neighbouring States in order to share information on cyber events and ensure that safety and resilience policies and provisions will apply counter the increasing threats in particular those related to cyber-attacks; and c) ICAO in collaboration with industry stakeholders should endeavour to support to States through the provision of guidance material, training, Workshop/Seminars on ATM Security in particular on cyber safety and resilience of the air navigation service.	States States ICAO / industry stakeholders	National frameworks, regulations and policy strategy developed Coordination procedures implemented Support and guidance to States provided		1. Task the secretariat to coordinate with AvSec and gather data on level of implementation by 31 Oct 2025 2. Provide more training in coordination with IIM SG and AvSec.	Still Valid. To be coordinated with SMO SG and AvSec
10	Conclusion 22/04:	SSR Code Occupancy Time	That: a) Effective 8 November 2020, the protection period will change from three hours to two hours; Protection period of more than 2hrs applied within specific FIRs should be justified by need taking into consideration of such factors as flight time across FIRs/Blocks of airspace as applicable, and supported by sound safety assessment in accordance with ICAO safety management provisions; and b) The Secretariat take necessary measures to amend the SSR code allocation table in the AFI ANP Doc 7474	CAAs Secretariat	Implementation of the revised SSR CMP Revised CMP and AFI ANP Doc 7474			Closed

11	Conclusion 22/09:	Follow-up on the AFI Plan SAR Projects for AFI States	That: a) AFI States: i. Expedite the development and operationalisation of their SAR plans, which should include State agencies that would be involved with supporting SAR operation; ii. Coordinate directly with the authorities responsible for SAR in adjacent States and arrange for signing of their SAR agreements as soon as practicable and in-form ESAF and WACAF Regional Offices; iii. Use Regional Economic Communities (RECs) frameworks to pursue signing of outstanding SAR agreements where high level intervention is required; b) Having adequate SAR expertise and resources to assist other States, upon request, in improving their SAR organisation and capabilities; and c) IATA / Airlines include SAR requirements as part of their pre-operational assessment and technical panels/missions to States/ ANSPs.	States States and RECs States Air Operators	Implementation of Robust and effective national SAR systems	SAR PMT to be tasked	Still Valid. To be redrafted to reflect current situation under the AFI SAR Project.
12	Conclusion 22/11	Efforts to Address Aeronautical Mobile Service Deficiencies	That: The concerned AFI ANSPs establish Service Level Agreements (SLAs) with users and collaborate to identify measures to address aeronautical mobile service (AMS) deficiencies	ANSPs & Air Operators	Increase AN Safety through the improvement of the quality and integrity of A/G communication		Conc is handled under the IIM SG - Secretariat to coordinate
13	Conclusion 22/27:	Implementation of AMHS in the AFI Region	That: In order to ensure a robust and sustainable operation of the future ATM systems in compliance with the timeframe of the technology roadmap for the implementation of ICAO ASBU threads, Administrations/Organizations are urged to speed up the planning, implementation, operation and monitoring of AMHS.	States & PTCs	Effective implementation of AMHS		Conc is handled under the IIM SG - Secretariat to coordinate

14	Conclusion 22/33:	Implementa tion of AFI Plan 2019 Aviation Infrastructu re for Africa Gap Analysis Recommend ations	That: a) The Secretariat should prepare the gap analysis of a long term horizon based on 25-year projections of traffic growth, operational and capacity / regulatory requirements, and demand for aviation professionals; b) States and RECs should utilize available guidance material from ICAO and the results of the gap analysis to prepare national and regional Aviation Master Plans; c) RECs and States should determine the funding required to bridge the long term infrastructure gaps and identify appropriate financing mechanisms at State and / or regional level; and d) Regional programme with specific plans, projects and effective implementation monitoring mechanism should be developed by States and RECs to ensure that the identified gaps are properly addressed.	APIRG Secretariat States and RECs States and RECs States and RECs	Gap Analysis Report AFI Aviation Master Plan AFI Regional Implementation Plan	Work under the AAMP project	Dec-27	removed: superseded by conclusion 26/24
15	Conclusion 22/39:	SBAS for Africa - Indian Ocean Initiative	That, while taking note of the "SBAS for Africa - Indian Ocean" initiative by 17 member States of ASECNA, a) AFCAC should fast-track the conduct of a continental cost- benefit analysis (CBA) on SBAS implementation in the region by June 2020, to support the decision making process by States and stakeholders, and to enable update of the AFI GNSS strategy accordingly; and b) ICAO and AFCAC organize a regional workshop with all stakeholders involved in SBAS implementation thereafter.	AFCAC & ICAO	Implementation of SBAS in AFRICA			Conc is handled under the IIM SG - Secretariat to coordinate

16	Conclusion 22/40:	Mandate for ADS-B Transponder Extended Squitter 1090 equipage in the AFI Region	That: a) States and aircraft operators ensure that all aircraft operating within the AFI RVSM airspace are equipped with ADS-B Transponder Extended Squitter 1090 by June 2023 (AIRAC date); b) An Assessment for a Go or No Go Decision be conducted on 2022 targeting 90% aircraft equipped with Transponder Extended Squitter 1090 for AFI RVSM airspace as the threshold; and c) States and aircraft operators ensure that all aircraft operating within the AFI Region airspace are equipped with ADS-B Transponder Extended Squitter 1090 by January 2025 (AIRAC date).	States and Air operators	Full Implementation of ADS-B Transponder ES in AFI Region by 2023 ADS B aircraft equipage assessment report	Not Started?	1. Establish a Study Group by 31 August 2025 2. Gather and Analysis data on the regional equipage by 31 Oct 2025 3. Provide report to AASPG/1	Removed: superseded by conclusion 27/xx
17	Conclusion 2/05	Improving NOTAM Quality Management Team (AAMP PMT)	That, in order to improve the quality of NOTAMs in the AFI region, States and ANSPs: a) develop mechanisms at national level to address the quality of NOTAMs as a matter of urgency; b) participate in providing information to help improve the NOTAMeter; and. c) fully participate in the ICAO Global campaign aimed at improving the quality of NOTAMs.	(a) States and Organizations (b) States and Organizations (c) States and Organizations	(a). States plans of action to improve the quality of NOTAM (b). No more relevant, the NOTAMeter is already finalized			Removed

18	Decision 23/6	Development of the AFI region PBCS plan and establishment of PBCS implementation team	That, in order to have a coordinated approach to PBCS implementation: a) a PBCS implementation Team is established; b) the AAO and IIM Sub-Groups coordinate with the established PBCS implementation Team to finalize the draft AFI region PBCS plan, provide awareness, develop an implementation roadmap in collaboration with States and stakeholders, and align with the AFI vision document, CONOPS and ATM Master Plan by 31 May 2021. c) ICAO Regional Offices in coordination with AFI Regional Monitoring Agency (ARMA) provides necessary expertise for both functional areas (RVSM and PBCS), as well associated support to States and service providers as applicable.	ICAO/ States and Organizations ICAO/ARMA	Draft AFI PBCS Plan		1. Task the PBN PMT to take over the project and draft roadmap 2. Task Secretariat to coordinate with IIM SG and ARMA for awareness training as per the road map.	Still Valid. New timelines to be considered. To be considered under the newly restructured PBN project and coordinated with the AAMP project.
19	Conclusion 23/12	CART Recommendations relevant to AAO/SG Activities	That, in order to support the Restart and Recovery of the air transport industry: a) States be urged to ensure appropriate implementation of the CART recommendations of relevance to Airspace and Aerodrome Operations; and b) States monitor, document, and report their progress through the CRRIC; and review NOTAMS to ensure their updates along with the resumption of air operations.	a). ICAO b). States	a). State letter from ICAO b). Data on the CRRIC platform			No longer Valid. Concluded and to be deleted from the list.

20	APIRG/24 Conclusion 24/06	Review of the AFI ATM Contingency Plan (AFI ATM CP)	That; To ensure the availability of information pertaining to the AFI region contingency plans: a) States that have not done so, are urged to review and publish their National ATM CP, and forward the signed copies to ICAO Regional Offices by 31 December 2021; and b) States to establish and link their National ATM Contingency Plans to the ICAO Webpage of ATM Contingency Plans, by 31 December 2021.	a).States b). States	a). 50% of signed CP received. Some still outdated. b). Access link provided for ASECNA members States (upper airspace only) ICAO webpage ready, pending links from States		80% FIR ATM CP reviewed and published by 31 December 2027	Action 1: The Secretariat to Conduct regional workshop on the validation of AFI Regional Contingency Arrangement Framework (RACF) in replacement of the AFI ATM CP by AAO SG 9 Action 2: The ATM CP PMT to Develop Generic FIR and States ATM CP based on the new RACF by AAO SG 9 Action 3: Customized and coordinate the validation of the generic ATM CP by Q1 2027 Action 4: Test the FIR/States ATM CP through coordinated Inter-FIRs tabletop exercises. Action 5: Publish the FIR/States ATM CP in the AIP and share the link with ICAO by Q3 2027.
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21	APIRG/24 Conclusion 24/12	Optimization of the ATS Route Structure in the AFI En-Route Airspace	That, in order to optimize the ATS route structure in the AFI En-route airspace and foster the harmonized implementation of the RNAV/5, RNP/4, and RNP/2: a) States/ANSPs, IATA and AFRAA to collaborate and conduct a survey of aircraft equipage in the AFI region to facilitate implementation and planning of navigation specifications of en-route operations (RNAV/5, RNP/2 and RNP/4) by 31 March 2022; b) States in coordination with ICAO, IATA, AFRAA and the AFPP to identify trunk routes connecting major city pairs in the upper airspace and transit to/from aerodromes for RNAV/5, RNP/2 and RNP/4 implementation by 31 October 2022; and c) ICAO Regional Offices and AFPP conduct a workshop by end of June 2022 on RNAV/5, RNP/2 and RNP/4 airspace concept design and assist States in developing capacity for required RNP regulatory approvals and in the implementation activities, for a safe and timely RNP implementation in the AFI Region.	a) States, IATA, AFRAA, AFI ANSPs b) States, ICAO, IATA, AFRAA				Action 1: Task the PBN AORTA PMT to take up the conclusion item a) & b) and provide feedback at AAO SG 9. Action 2: ICAO & AFPP to conduct a workshop on PBN airspace concept design and PBN Approval by Q3 2026.
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22	APIRG/24 Conclusion 24/44 — A&B	Cyber security and resilience of CNS/ATM systems	That, in order to address cybersecurity issues: a) States/Organizations are encouraged to promote cyber security culture and resilience of CNS/ATM systems in all parts of the civil aviation industry through the development of cyber security policies supported by a national plan; b) Service providers (airlines, airport operators ANSPs etc.) develop plans to implement the above national policy and collaborate with industry to address cyber security issues; and c) IIM's COM5 Project, with the support of the Secretariat and the industry, to identify and conduct trainings as required	States/Organizations Service providers (airlines, airport operators ANSPs etc.) Secretariat and IIM's COM5 Project				Action 1: AAO Secretariat to coordinate with IIM SG on the status of implementation of this conclusion.
23	APIRG/24 Conclusion 24/45	Overflight (OVFC) Permission Fees and Charges	That, in order to improve compliance with Article 15 of the Chicago Convention: a) States are encouraged to implement ICAO User Charges principles and policies concerning air navigation services charges, airport charges, taxation, and fuel fees, and address the issue of charging administration fees for Overflight (OVFC) permission applications and institution of 3rd party agents, to avoid duplication of charges for operators; and b) States are encouraged to establish independent, effective, and transparent economic regulatory frameworks with a fully autonomous and independent regulator, to carry out effective economic regulation of the aviation industry. Overflight (OVFC) Permission Processes	States	Implementation of the ICAO User Charges principles and policies by States			Action 1: Closed this conclusion. Action 2: States' ANS focal points to ensure proper transfer of this Conclusion to Air Transport section of the State.

24	APIRG/24 Conclusion 24/46	Overflight (OVFC) Permission Processes	That, in order to simplify and harmonize the processes of obtaining overflight clearance across the AFI Region: a) States are urged to implement processes for contingency OVFC permission in case of Contingency Plan to avoid disruptions of airline's network schedules; b) States that are signatory to International Air Service Transit Agreement (IASTA) are urged to implement 'File n Fly' concept; c) States that are not signatory to IASTA to implement a 'Standardized and Simplified' process; and d) States that decide to implement online portal to facilitate OVFC permission process, to do so in consultation with the users; Airlines, IATA, AFRAA and other airlines representatives in a collaborative decision making (CDM) process.	States	Improved and harmonized the processes of obtaining overflight clearance across the AFI Region			Action 1: Closed this conclusion. Action 2: States' ANS focal points to ensure proper transfer of this Conclusion to facilitation section of the State.
25	APIRG/25 & RASG-AFI/8 - Conclusion 4/01	Online mechanisms and tools to collect safety data and monitor status of implementation of Safety and Air Navigation targets	That, to avoid duplication of efforts and ensure the harmonization with the existing tools, the online mechanism and tools, being developed by AFCAC to collect safety data and monitor status of implementation of Safety and Air Navigation targets, should to the extent possible, be simple and user-friendly and complement or supplement other existing mechanisms and tools developed by ICAO or other stakeholders for the same purpose without duplication					Action: Closed this conclusion as it does not require any action.

26	APIRG/25 & RASG-AFI/8 - Conclusion 4/05	Evaluation of the Abuja Safety Performance Framework, updating of the Abuja Safety Targets and incorporation of the Air Navigation Services Targets.	That, to provide the region with an appropriate aviation safety and air navigation capacity and efficiency performance framework, AFCAC in collaboration with the ICAO Regional Offices and all the relevant stakeholders to: a) Carry out an evaluation of the Abuja Safety Performance Framework adopted by the Ministerial Conference on Aviation Safety in Africa (16 – 20 July 2012), including the Abuja Declaration, Targets and Action Plans, in light of the ICAO safety related provisions as contained in Annex - 19 (Safety Management) and the evolution of ICAO Global Aviation Safety Plan (GASP, Doc 10004) and Global Air Navigation Plan (GANP, Doc 9750); b) Develop recommendations for amendment proposals to the current safety performance framework to ensure that an appropriate common aviation safety performance framework is adopted for use by Member States. Such recommendations should include a proposal for the approval process to be applied, taking due account of the African Union mechanisms; and c) Organize a validation workshop on the report on the evaluation called upon in a) above prior to being coordinated with relevant Regional Aviation Commissions, RASGs, PIRGs and other key stakeholders.					Action : Close this Conclusion t as it was superseded by APIRG/26 & RASG-AFI/9 Conclusion 5/04 on the same matter.
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27	APIRG/25 Decision 25/02	Effectiveness of the Regional ATM Contingency Plan (ATM CP)	That, to ensure the effectiveness of the ATM CP, a) The Regional Contingency Plan Coordination Team (CCT) to conduct a tabletop exercise by 31 December 2023; and b) The Secretariat to coordinate with the Regional ATM Contingency Plan Coordination Team in determining the FIR within which the tabletop exercise will be conducted and make arrangements for ATM experts from other FIRs to participate as observers in the exercise					Action: Merge this Decision with APIRG/24 Conclusion 24/06. Actions provided incorporate items a) and b) of this decision.
28	APIRG/25 Conclusion 25/05	Nomination of State RVSM Subject Matter Focal Points	That, to improve coordination between ARMA and States, the Secretariat to coordinate with States for submission of alternate RVSM subject matter Focal Points to support the NPM by 31 March 2023.					Action: Conclusion to be closed as overtaken by events, harmonise with other RVSM conclusions
29	APIRG/25 Conclusion 25/07	Conclusion of the ATS Competency Study	That, following the successful conclusion of the Study on ATS Competency in the region, the report as presented be implemented by States and the study concluded.					Action: Close this conclusion as the Project was concluded in 2022.
30	APIRG/25 Conclusion 25/09	Regional ATM Summit	That, to implement a harmonized, interoperable and seamless Air Traffic Management (ATM) systems in the region, the Secretariat to coordinate with relevant stakeholders for the convening of an ATM Summit by December 2024.					Action: Close this conclusion as it has been superseded by APIRG/27 Decision 27/10
31	APIRG/25 Decision 25/16	Support to the APIRG Projects activities related to cyber resilience in AFI Region	That, to increase States/Organizations' technical personnel awareness in cyber securing ANS systems, ICAO through the APIRG mechanism should strengthen its support to activities aimed at raising awareness of ANS Cyber resilience, in coordination with the industry, through webinars/workshops/seminars on Cyber resilience of ANS systems for the region.					Workshop held on 3-4 August 2024 in Nairobi. Action: Secretariat to coordinate the transfer of this decision to IIM SG as action lead.

32	APIRG/25 Decision 25/19	Role and responsibilities of States National Coordinators for Planning and Implementation and Technical Focal Points	That, to strengthen the APIRG and its subsidiary bodies activities, the terms of reference of the National Coordinator for Planning and Implementation (NCPI) as well as focal points in APIRG disciplines is endorsed as provided in Appendix 3L to this Report.					Action: Close this Decision as it does not call for any action.
33	APIRG/25 Conclusion 25/28	Utilization of the PBCS Implementation Guidelines	That, to facilitate the implementation of the PBCS in the region: a) States to familiarise themselves with the Regional PBCS Plan published on the ARMA Website; b) States to complete a survey on the status of the planned implementation of PBCS in their respective FIRs to determine readiness; and c) States are to advise air operators to withdraw the use of performance-based separation minima requiring PBCS where aircraft data link performance is not compliant with RCP and RSP 95% operating criteria to facilitate the implementation of the PBCS in the region;	PBCS				Action 1: Secretariat to conduct a survey on status of Conclusion item a) b) & c) and report to AAO SG 9
34	APIRG/25 Decision 25/42	ADS-B Mandate in the Regional RVSM airspace	That, in compliance with the provisions of APIRG Conclusion 22/38, and its implementation status: a) States and ANSPs be encouraged to introduce ADS-B-based procedures in air traffic management as soon as the Transponder Extended Squitter 1090 MHz carriage rate of aircraft in their airspace exceeds 90%, without penalizing non equipped aircraft; and b) ICAO ESAF and WACAF Regional Offices, in coordination with IATA and the ANSPs, plan and conduct an annual survey of the level of ADS-B equipage of aircraft fleet in the Region					Action: Conclusion to be closed as it has been superseded by APIRG/27 & RASG/10 Conclusion 6/10: Safe implementation of a resilient ADS-B in the AFI Region

35	APIRG 26 Decision 26/04	Project Management Teams Coordinated Workshops	That, given the common link between PBN, FRA and Civil-Military Cooperation activities, the PMTs to coordinate the conduct of at least two joint workshops/ meetings to optimize resources and improve coordination of activities.	AAO/SG				Action: Secretariat to coordinate with PTCs of targeted projects to conduct the joint workshop before AAO SG 9
36	APIRG 26 Conclusion 26/09	User Preferred Routes (UPR) Trials to Support FRA Implementation in the Continental AFI airspace	That, in order to support the AFI FRA implementation in the continental airspace, States, CANSO, AFRAA, IATA, and AFI ANSPs to continue to conduct UPR trials and collect critical operational data to support the AFI FRA Project implementation under the APIRG FRA PMT, using CADENA and CADENCE OIS (Operational Information System), as the information-sharing platform.	AAO/SG				Action: FRA PMT, IATA, CANSO to continue the collaboration on UPR trials and FRA implementation and report on the level of maturity by AAO SG 9.

37	APIRG 26 Conclusion 26/12	Monitoring of the implementation of ASBU elements in the region	That, to provide a comprehensive and data driven analysis and visualization of the status of implementation of ASBU elements in the region, a) States to provide the Secretariat with baseline data on the planning and implementation of ASBU elements, through their feedbacks on the draft Volume III of the eANP by 31 January 2024, for the finalization and operationalization of the online ASBU data collecting and monitoring tool; and b) ICAO ESAF and WACAF Regional Offices to organize by 30 June 2024, familiarization seminars/webinars on the use of the online tool, for the Focal Points from States and Organization.	a) No holder b) ESAF and WACAF Offices	a) States provide baseline data on the status of implementation of applicable ASBU elements in their areas b) To conduct a familiarization workshop on the use of the ASBU data collection tool.			Action 1: close item a) as the baseline was provided for ASBU elements that are monitored. Action 2: Secretariat to conduct the workshop and provide feedback at AAO SG 9
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38	APIRG 26 Conclusion 26/20	Amendment of the Volumes I and II of the Regional air navigation plan (ANP)	That, to keep the three Volumes of the regional air navigation Plan consistent and up to date, a) States that have not yet done so to submit their contributions to the ICAO ESAF and WACAF Regional Offices for the updating of the Volumes I and II of the ANP preferably by 28 February 2024; and b) ICAO ESAF and WACAF Regional Offices to consolidate inputs received from States on the updating of the Volumes I and II of the eANP, as per action a) above, and initiate the proposals for amendment of the two Volumes by 30 April 2024.	a) States b) ESAF and WACAF Offices	a) State to submit their inputs to the Volumes I and II of the FAI eANP. B) Collect inputs from States, consolidate draft Volumes I and II and prepare proposals for amendment to Volumes I and II of the eANP			Action 1: Secretariat to follow up with States on the submission of their contributions for the PfA of eANP Vol I & II by 30 September 2025. Action 2: Secretariat to initiate the PfA of eANP Vol I & II before AAO SG 9
39	APIRG 26 Conclusion 26/22	Relaunch of the Peer Review Programme	That, in order to strengthen the Peer Review programme, States, ANSPs and CANSO with the support of the Secretariat to: a) expedite the update of the Peer Review Manual and conduct a Peer Reviewers training by 28 February 2024; and b) develop a plan for the conduct of Peer reviews and relaunch the activities before June 2024.	a) States /ANSPs /CANSO b) States /ANSPs /CANSO	a) Update of the Peer Review Manual - Conduct a Peer Reviewers training b) Develop a plan for the conduct of Peer reviews and relaunch the activities			Action: ICAO and CANSO to coordinate the conduct of the Peer review training before AAO SG 9.

40	APIRG 26 Conclusion 26/26	Improvement of Safety of Airspace	That, to improve the safety in the airspace, the RASG-AFI and its contributory bodies to: a) continuously support ARMA on monitoring activities related to RVSM approvals; b) conduct an awareness programme on PBCS to States; and c) assist States in the development and implementation of UAS regulations.	a) AAO/SG b) AAO/SG and IIM/SG (COM4) c) AAO/SG and RASG-AFI	a) Monitor activities related to RVSM approvals; b) Conduct an awareness programme on PBCS to States c) Assist States in the development and implementation of UAS regulations.			Action: AAO Secretariat to coordinate the implementation of the actions items in the conclusion 26/26 with the IIM and SMO Subgroups Secretariats.
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